







# CRAZY, COURAGEOUS AND LAUGHING

WAR IS NOT FUNNY. IT IS NOT TO BE LAUGHED AT. THE FACT THAT WE HAVE BEEN ABLE TO LAUGH IN THE DARKEST HOURS HAS ASTONISHED THE ENEMY. AT FIRST HE FELT THAT OUR LAUGHTER WAS A PRELUDE TO OUR DEFEAT. THAT WE WERE NOT TAKING SERIOUSLY A WAR WHICH HAD TO BE TAKEN SERIOUSLY. THEN HE REALISED ONCE AGAIN THAT HE WAS UP AGAINST THE CRAZY, THE IMPOSSIBLE, THE INCALCULABLE BRITON; AND THAT OUR LAUGHTER WAS A SIGN OF WHAT THE PSYCHOLOGISTS CALL "SUPERIOR ADAPTATION."

On the face of it—according to the enemy—our institutions are largely unimpaired; our methods are primitive, out-dated and inefficient; our ruling class is mad; our masses are stupefied; our Government is stupid; our social services are rotten; our newspapers are corrupt; our laws are mostly improved; our customs are lunatic; our food is inedible; our morals are half-bad and half-good; our architecture is an enigma; we are a hopeless people, incapable, all ripe for defeat as the Cities of the Plain.

Our administration is as an idiot's hand. The enemy has never quite understood how we have managed to survive. He is more puzzled, more than he has ever been. One thing is certain: The enemy is in a predicament. He has been prepared; we have not. He was in debt; we were not. He had planned and concerted scheme after scheme for the conquest of an empire; we seemed not to care whether we held our Empire or not.

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He had everything worked out; he had nothing worked out. He was armed; we were almost unarmed. He had men study trained for leadership; we had only leaders that had, as it were, drifted into leadership through accident or privilege or by means of a ramshackle democratic system. It was, in fact, physically impossible for Britain to last as long as we have.

Yet here we are. The war is not yet over. But it looks as if it might be over with us. One thing is certain: The enemy is in a predicament. He has been prepared; we have not. He was in debt; we were not. He had planned and concerted scheme after scheme for the conquest of an empire; we seemed not to care whether we held our Empire or not.

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ADVERTISERS' ANNOUNCEMENTS

## ORDINARY FIRE DAMAGE ONE-THIRD GREATER THAN PRE-WAR

Serious Handicap to War Effort

THE UNLISHED figures show that, since the war, loss to the nation through ordinary fires has gone up by one-third. Last year, with over two million people in Britain every day, damage caused by fires increased more than ever before and was greater than in any year since 1926, with only one exception.

This immense loss is a serious handicap to the war effort. Most serious work is done in the home. It is essential that the material and of shipping space which must be made to repair the loss.

Who is responsible for this needless destruction, and why cannot precautions be taken, in the national interest, to prevent such losses?

Here is the answer:

Most fires are caused by 'careful' people

Don't just be careful—take EXTRA care

ME BOIL CLOTHES? NOT LIKELY! I'VE GOT TO BE AT THE FACTORY BY TWO!

Don't just be careful—take EXTRA care

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## BY PERS ENGLAND

he moved into a furnished place. This, also, was bombed. He moved again, and was bombed again.

Now, he had nothing left in the world in the way of property except a collection of foreign stamps—a valuable collection of which he was inordinately fond.

He moved into a flat near the River Thames in London. On his first night in this new place there was another bomb. An immense bomb fell outside, about six feet away from where his head was resting upon his pillow.

Fortunately, this bomb failed to explode. "I saw him next day. He looked a little grey in the face," said "What has happened?" I asked. He said: "I'm afraid I have been bombed out again."

Then, suddenly, his whole face lighted up. In half a second he looked twenty years younger. He had thought of a joke. It was the first joke he had ever made in his life. "This time, it is a pointed bomb," he said.

This made him happy. There is no way of explaining this. The joke, except by saying that it is typically British—the fantasy of the Grenlines.

PANDERING TO MYTHICAL IMPS

A Pilot Officer, horribly wounded and lying absolutely motionless in a British hospital, conceived a desperate idea. He remembered that one's luck in the air depended upon the good will of a number of mythical creatures—a kind of gnomes that were supposed to be the guardians of the weather.

He called them Grenlines. Grenline knew, they were really his mind off his suffering by a kind of comic invention. The Grenlines, he swore, kept excited; they were little men who pointed him. Sometimes they

had beards, sometimes they did not. Frequently they were in groups and were well scolded collars. The whole story smacked very strongly of "Mother Goose" or of nursery tales of pixies and goblins. "Grenline" sounds, as a matter of fact, not unlike "goblin."

The Pilot Officer went on to say that these little people played strange, malicious tricks. They could get into foot-pipes and stop them up; occasionally, in bad weather, looking out, one might see little Grenlines busy engaged in covering one's wings with ice. There were also, he said, Snow Grenlines, Wind Grenlines, Petrol Grenlines, Oil Grenlines—in effect, all kinds of Grenlines.

It was, of course, absolute nonsense. Based, it may be, upon memories of stories heard in childhood and of Disney's "Snow White and the Seven Dwarfs."

The Pilot Officer's story was a fair laugh on. This again is typical: the Germans shrink their foot, and the Italians believe their *Gioiosetta*, *Gioiosetta*—the fighter pilots muttered through the immense machines which they so religiously cultivate, of Grenlines that had bothered them.

People began to take this seriously. Men swore and still swear that they had seen Grenlines over the place. Every newspaper was deluged with correspondence about Grenlines, including thousands of eyewitness accounts of them, sworn statements, affidavits—and, of course, a lot of lies.

THE BATTLE OF AFRICA HAS THE WATERS WORSE THAN ROME!

THE Battle of Africa will undoubtedly rank as one of the great turning-points in history. Never has a decision, so highly charged with Destiny, been carried through with greater courage and determination, sometimes against appalling odds, to complete victory.

The survival of the four freedoms on which the very sanity of civilisation depends hung on the issue of that battle. Yet today, as we celebrate the prowess of our armies and thank God for the men who made it possible, we realise that Tunisia was only a turning-point. We are still far from the safe waters of the haven of our final deliverance.

The tempo of war today brooks no delay. Confronted with the Axis, the Allies are even more determined in frustration and we dare not permit ourselves to be lulled by our task.

To my mind, this is the most significant feature of the Battle of Tunisia, and will have a greater and more direct influence on the next phase of the war than any other.

It can be taken for granted that this revelation of collective Axis inferiority and fear has not been missed by our leaders. Its exploitation may well change the shape of things to come more quickly in our favour than any purely military success in the next attack we launch.

THEir defeat in the Battle of Tunisia is not a mere tactical success in considering possible developments, no matter where they occur. It is a somewhat different light than before, though I have stressed here the psychological reactions in Axis countries to their various reverses on all fronts during recent months.

THE ragged state of Axis nerves appears to be most obvious in Italy, but I have reason to think this is yet more camouflage to hide the fact that Berlin is even more rattled.

Italian fears both of invasion and defeat are open. Neither Mussolini's belated nor Fascist propaganda gets any. The masses have first-hand knowledge of the inefficiency of the RAF and the U.S.A.F. and their experience of the inability of the Luftwaffe to do anything about it.

In view of the history of Italian propaganda from Abyssinia to Tunisia it seems to me doubtful that Italy can be considered an impenetrable bastion of the Fortress Europa.

This does not mean that the attack on Italy must necessarily be made a priority over any other plans, though from the point of view of the campaign, Sicily and Sardinia is now rated by the Italians have drawn the inference that they would be deserted by the

## WISERACKS IN ADVERSITY

On the other hand, of course, the man who told me this had, at that moment, a quarter of a point of fine shell-splinters buried agonisingly in various parts of his body; and I believe that he has since died.

The play of all this. If the enemy could laugh like that, Good God, he would never have been our enemy. Hitler and Mussolini strutting on their dunghills and following through inables of their stinking railroads, complacent cut-throats, would have been laughed into oblivion in their beginnings.

What people, having a keen sense of the ridiculous, can follow a dictator?

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## TEARING UP THE TICKETS

Again: when things were going rather badly for us in North Africa I met a wounded soldier who had recently returned from there. I asked him: "What news?"

He was humming with something. "The Wops had to put out of the Italian one of the railways. The Italian Colonel arranged a platoon of picked men, and asked who would volunteer to destroy this railway so that the British could not use it."

An Italian officer volunteered, and so he was provided with dynamite, lots of money in different currencies, iron rations, wireless, chocolate, stimulating drugs, and everything.

He made his will, and everybody kissed him on both cheeks. Then he went off to wreck the railway.

"He came back, very exhausted, a few days later, and said: 'Colonel, it is done. With my own hands I wrecked the railway.'"

"They all kissed him on both cheeks and asked him how he had done it. He replied: 'With my

own hands I tore up all the third-class tickets.'"

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## WHAT TO DO

1 See that the particulars on your present identity card and the front of your present ration book are correct and agree. If not, take them both to the Food Office now. Make sure that page 38 has been properly filled in.

2 Fill in page 3 (the Reference Leaf) of your present ration book exactly as directed on that page; do not take it out. 3 Disregard the printing on page 4 (the back of the Reference Leaf) of both the General (buff) Book and the Child's (green) Book.

In the General (buff) Book write at the top of page 4 the name and address of the MILK retailer with whom you are now registered; that is, your present milk supplier. (See left-hand diagram.) On page 4 of the Child's (green) Book, write the name and address of the MILK retailer and also the names and addresses of the MEAT retailers.

Do NOT remove this leaf from the book. 4 Look for announcements in your local papers, and posters in cinemas, Post Office and Public Libraries which tell you where and when to go for your new ration book. It is no good going to any other place or at any other time.

The new books and cards will be prepared and issued in alphabetical order of surnames. This means that you may have to wait some time before your household contains different surnames, but it will mean less waiting when you get there.

5 Do not go when it is not your turn. Your new books will not be there, and you will waste your time and other people's. And do not give your present books are properly filled in as described above.

6 Take your present ration book and identity card with you. 7 A friend can go for you but only at the time and place advertised on your ration book.

8 Remember that it's no good going to any office except the one that will be shown opposite your initial in local announcements. This office will be situated in your own local food control area.

The Ministry of Food, London, W.1. Food Facts No. 135

CHILD'S (GREEN) BOOK

General Book

Write in name and address of child's present milk supplier. Also, if you have a meat retailer, write his name and address.

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GERMANS are hoping that their politicians and propagandists will "chisel their way out" to a compromise peace, but—

# The 'Master Race' Cannot Take It!

"THE master race can't take it. They quit cold when they decide they are licked," said Mr. Elmer Davis, Director of the U.S. Office of Information, in Washington yesterday. "That is the great lesson of the Tunisian campaign."

## MOSCOW EXPECTS KUBAN TRIUMPH

RUSSIANS are confident that the final outcome of the Kuban battle will be in their favor, said Harold King, Reuters' special correspondent, cabling from Moscow last night.

Though the land fighting has marked time in the last 24 hours (King added), Soviet guns continue to soften up the remaining strong points for what may be a final blow.

The Black Sea fleet and its submarines are sinking ships out of Axis convoys sailing from the Crimea and Rumanian ports.

And soon after the receipt of Harold King's message came this from Reuters' Stockholm correspondent:

"Berlin is expecting a large-scale Russian offensive which may be putting up a round-the-clock effort in the Kuban, says the Berlin correspondent of the Swedish 'Aftonbladet'."

The Germans are said to have observed very extensive regrouping of Russian forces and a daily arrival of new men and material to the front line. The Russians are concentrating masses of tanks and artillery, the correspondent said.

ADVERTISERS' ANNOUNCEMENTS

WE ASKED Florence Desmond WHY SHE ALWAYS INSISTS ON DRENE SHAMPOO!

THIS FAMOUS STAR OF STAGE, SCREEN & RADIO GAVE THESE THREE 'ALL STAR' REASONS

- ★ "Drene brings out the highlights in my hair so wonderfully."
- ★ "Drene gives me naturally beautiful hair."
- ★ "Drene gives me just the hair I want for any occasion."

Drene Shampoo is for ever increasing its popularity with the stars of stage, screen and radio. They have chosen Drene to make their hair more glamorous and lustrous—easy to set, set, set.

So treat your hair to Drene. Drene Shampoo and you'll find it more attractive than ever before.

THE SHAMPOO Drene 71d. and 1101d. Tax included



Let's hope his Ma uses Puritan!

You need to little PURITAN to get a lot of lather!

21d. tins (8 oz. 12 contents) (net weight when manufactured) 71d. and 1101d. Tax included

# Take care of your hair!

Your scalp should be loose on your skull if you want to avoid scurf, dandruff and unhealthy hair. A night scalp causes these things. Every day, night and morning, a few seconds massage of the scalp with your finger tips will stimulate blood circulation to your hair roots and do much to keep your scalp loose and free of dandruff. Bylecrem every few days. Bylecrem is scarce, so when you have a bottle use it very sparingly.

## BRYLCREM THE PERFECT HAIR DRESSING

Cosmetics Company, Ltd., 1000 Grosvenor Road, West Tisbury, Wiltshire, Wiltshire

EVERY member of a German firing squad, every incendiary, every plunderer, is marked for retribution when the Axis quits.

# KISSES FOR TOMMY IN TUNIS

The Germans in Tunisia had plenty of ammunition left when they surrendered," he said. "They seem to have had plenty of everything, except one thing—the Russians had at Stalingrad, what the British had at Guadalcanal, what the British had in the summer of 1940 when they stood alone."

Commenting on the German bombing of Rotterdam, Mr. Davis added:

"When you remember how they let them get on with it, you may find it a little hard to believe that, in the end, the columns of Germans coming down from the hills to surrender, as they did in the end, were the same as the ones who had their jaws arranged for his bait."

Meanwhile, Russian bombers are putting up a round-the-clock effort in the Kuban, says the Berlin correspondent of the Swedish 'Aftonbladet'."

The Germans are said to have observed very extensive regrouping of Russian forces and a daily arrival of new men and material to the front line. The Russians are concentrating masses of tanks and artillery, the correspondent said.

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The Germans are said to have observed very extensive regrouping of Russian forces and a daily arrival of new men and material to the front line. The Russians are concentrating masses of tanks and artillery, the correspondent said.

# ITALIANS NEAR PANIC IN RAID AREAS

German soldiers in the 'defence of Italy' fall bitterly on Italian civilians, who are being treated as the enemy.

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# Sky Cleared Of Luftwaffe MEDITERRANEA NOW AN OPEN SEA

THE Luftwaffe has been driven from the Mediterranean skies and Allied shipping can now pass through the Sicilian Sea.

This—one of the greatest results of the Tunisian campaign—was announced in North Africa yesterday by Air Chief Marshal Tedder, C.-in-C. of the Mediterranean Air Force.

It means that Allied ships on their way to the Middle East and India will save thousands of miles by avoiding the long route round the Cape.

Every plane and every pilot that the Axis could spare were thrown in the Tunisian campaign, and the enemy suffered tremendous losses before they gave up.

About 350 Axis planes were captured during the campaign, many of them in good condition.

This summer, Air Chief Marshal Tedder was amplified yesterday by Sir Archibald Sinclair, Secretary for Air, who said: "The Tunisian campaign was a decisive victory for the Allies."

From the date of the Allied landings until the end of last week, he said, 1,800 enemy aircraft were shot down in the Mediterranean.

In the same period more than 10,000 tons of bombs were dropped on docks, shipping, landing grounds and other targets in North Africa.

More than 50,000 German soldiers in the troops have been taken in the last few weeks, said a detector.

"Cases are being opened whole sale, and some men even break open different types of cases so as to get an assortment."

ADVERTISERS' ANNOUNCEMENTS

NO USE MUTTERING AT ME I'M NOT LISTENING

Over ninety acres of the great Bagnoli works of Fiat have been completely devastated, and a report says that the ten big planes in the stock was at a standstill in the factory.

Situation in an area of about 100 acres of industrial buildings was completely devastated by the raid on April 20. Almost 100,000 tons of material were destroyed.

Hiller's early triumphs were those of superior mechanical equipment, and other important factors, smashing the very foundation on which those triumphs were based.

5,000 Killed In Naples Harbour

FIVE THOUSAND Italians were killed or injured when German bombers attacked the harbour of Naples on March 28.

The German crews refused to remove their burning vessel from port.

A vast area was laid waste by the explosion.

Information in Washington, disclosed these details yesterday.

The Italian Government, in a communique issued at the time, said that the raid had killed 5,000 people, but failed to reveal the cause.

The vessel, a 12,000-ton ship, was set on fire by accident and the crew failed to subdue the flames.

There was a terrific explosion, which killed the crew and many Italians in Naples.

More than 200 persons lost their eyesight owing to splinters of glass which were blown over an area extending many miles from the scene.

People in Naples are understood to have staged a demonstration against the German soldiers during rescue operations.—Reuter.

ROYAL VISITOR

The Duchess of Gloucester was present yesterday at a concert at the Albert Hall in aid of the Duke of Gloucester's Red Cross Fund.

DAIRY TO THE U.S.

1,000 tons of dairy products, including butter, cheese, and milk, are being shipped to the United States.

ALLIED FORCES CONCENTRATE

Published by CHATELAIN'S PRESS LTD. in the United Kingdom and printed by CHATELAIN'S PRESS LTD. in the United Kingdom.

**Bang Goes £355**

MISS ELLEN WILKINSON revealed yesterday some of the cost of the taxpayer's share of a rail on Germany—

One twin-engine	29,000
Blunder costs	2,000
One of its engines	2,000
One 8,000-lb. bomb	255
Cost of training a pilot	2,135

The cost of training a pilot is greater than that of a university course.

Miss Wilkinson was speaking at Hebburn.

# HEINKEL DID NOT GET BACK It Was Belgian Pilot's Kill

THRILLS of a duel with a Heinkel 111 and the satisfaction of seeing a Belgian pilot flying a Typhoon bomber engaged in a night blitz of France. The Heinkel was one of the two enemy planes shot down.

The second being a F.W.190.

"I had bombed a railway yard near Mons," said the pilot, who, after attacking a train I had reached the coast home.

Below me I went down, and as I was about to land, a fire in the Heinkel, which hit the sea and lay burning on the water.

A Mosquito destroyed the F.W.190 when it was about 100 miles from the coast.

The intruder made four attacks on the enemy fighter, which blew up in flames.

Near the French coast a Whirlwind damaged a 2,000-ton ship. The pilot descended to 50 ft. to get an assortment of bombs.

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